NOTE 1: Rate in this item applies only in a container turnished by the shipper, specifically designed for the carriage of livestock, and with an installed water system of sufficient capacity to supply water for the livestock for 3d hours. Shipper must initially demonstrate to the satisfaction of an authorized MNC engineer that shipper's container equipment meets seagoing container industry strength standards. Subsequently shipper must ensure that each container is in good structural and operational condition prior to each voyage.

NOTE 3: Before accepting for shipment, carrier shall receive appropriate certificates from the shipper demonstrating that animals have passed the test and inspections required by rules or regulations of the U.S. and Hawaii Departments of Agriculture.

(Continued on Page 118-B)

For explanation of abbreviations and reference marks, see page 26.



MATSON NAVIGATION COMPANY, INC FREIGHT TARIFF NO. 14-F, STB MATS NO. 34		ORIGINAL/REV	SED	PAGE
		8th Revised		118-B
		CANCELS		PAGE
		7th Revised		118-8
		ISSUE DATE	EFFECTIVE	
55014 DA	PACIFIC COAST PORTS TO: HAWAII PORTS			
PROM: PA		August 1, 2002	August 1, 2002 August 3,	
	CORRECTION NO.			4065
SECTION 3 - COMMODITY RATES IN DOLLARS PER CONTAINER				
(Except as otherwise provided)				ITEM
HOGS - continued				1232
NOTE 4: The transportation of livestock is also subject to the terms and conditions of billic of lading as contained in Matson Navigation Company, Inc. Freight Tariff No. 18-A, FMC-F No. 22, supplements thereto or relisaues thereof, particularly paragraph 26 therein.				contd.)
NOTE 5: Freight charged on livestock must be prepaid or guaranteed.				
NOTE 6: Subject to availability of sultable quarters, a shipper of livestock under this item may provide an attandant.				
A maximum of two livestock attendants can be carried per voyage, and will be assigned to the first shipper(s) requesting accommodations. Subsequent requests for that voyage will be declined; however, carrier will identify to those requesting space the name of the shipper(s) holding space for attendant(s) on that particular voyage. Any agreement among shippers concerning the attendant is solely the responsibility of the shippers involved, and the responsibility for compliance with these provisions and the charges herein remains that of the shipper(s) initially booking the space for the attendant(s).				
lf ca	If for any reason carrier must cancel the booking for an attendant, not less than 12 hours notice of such cancellation will be provided.			
If for any reason the attendent requires assistance while on board, carrier will provide an employee; if available, at a charge of \$23.33 per man per hour or fraction thereof.				
Livestock attendants must comply with Matson rules and regulations governing their conduct and duries while in Matson yards or on Matson vessels.				
Shipper shall indemnify Matson and hold it hamiless in respect of any injury or death of any person; any joss or damage to carge, other property or the vessel; or any other loss loss or expenses, including, but not limited to, lost profits and attorneys' fees, caused by the sots or ordisatons of any tivestock attorneys from provided by the shipper. The attendant will be furnished meals and quarters during the voyage at a separate charge of \$383 Such quarters may not be occupied prior to vessel departure from the losting port, must be kept clean during the voyage, and must be vacated in a clean condition prior to deciding on arrival at port of discharge.				ļ
94	MNC will make potable water available each day at sea for us e by livestock attendants in the quantity of 400 guilons per day per container. All other equipment or supplies necessary for tending of livestock enrouse is the responsibility of shipper.			
NOTE & A	s an exception to paragraph <u>24(o)</u> . Definition of Technical Terms, w shulul, the container may be stopped in transit in Honolulu for the ex I the animals subject to the conditions set forth in this Note.	xpress purpose of safeguardin	g the health	
[C] (a)	The shipping document must describe by number the container Honolulu. The name of the intermediate consignee authorized to CY must be shown.	which will be stopped in transition pick up the container at the f	iat ionolulu	
(b)	The loading of any other cargo into the transited container at Ho no responsibility for cargo transited under this Note beyond that containers moving under Shipper Load & Count provisions of Bi	which it assumes for the carrie	l essume	
_	,			-
	For explanation of abbreviations and reference	marks and nace Ap	1	
	A AVENUE MOUS AND A STORAGE OF THE PROPERTY OF	marks, 300 page 20.		